Banks in Bombay, Mysore and Baroda and earnestly hoped that a State Bank would soon be established with a view to expand trade, develop commerce and promote industries and that it would be worked on such lines as would be of real help to the local merchant and trader. In conclusion, he assured the Government of the extreme readiness of the mercantile community to pay any new taxes, rates and cesses that Government might think fit to impose in view to redress their longstanding grievances.

Dewan's reply.—I do not think you can expect a lengthy reply from me now. I thank you for the valuable suggestions you have made and the very thoughtful way in which you have handled your subject. If there is any department of administration in which Government have to take the public into their confidence and to consult them, it is pre-eminently the Department of Commerce and Industry. As I have already told you, I shall during my visit to Alleppey consult non-official opinion not only on the lines on which commercial education should be started, but in regard to the general question of trade and commerce also. I am sure I shall receive from you the ample measure of co-operation that I expect of you.

26. Increased help from Government in the interests of the mercantile community of Travancore.

Mr. Ousep Chacko (Member, Trading Classes, Changanachery) said that the Government aid was not sufficient in the field of commerce and as such the commerce of the country was not progressing. He suggested that for the improvement of commerce, trade experts might be appointed by Government in the important commercial centres in India with a view to enable the people to know the needs of foreign markets, and urged the necessity of opening a State Bank with branches at all important commercial centres for the use and convenience of the traders and also the opening of a Chamber of Commerce which would tend to the development of commerce. He also requested the Government to take steps to bring all the hundi merchants and their hundi business under Government control and supervision by providing for registration and periodical inspection and examination of their accounts, so that people who had deposited money with them might not be left completely helpless in case the hundi merchants turned insolvent.

Dewan's reply.—As regards the State Bank, reply has already been given. The creation of a Chambar of Commerce is a matter for the merchants themselves As regards hundi merchants, the matter will be looked into.

(5) MARINE.

27. Extension of the proposed Cochin harbour to Arukutti.

Mr. Adichan Narayanan (Member, Shertallay Taluk) began by saying that, just as Bombay which was but an unimportant marshy settlement at the beginning of the 18th century had now become the wealthiest city in the whole of Asia, so would Cochin, after the completion of the proposed harbour, outbeat Bombay within the next 20 years. Only in States with good ports would there be commercial and industrial development which alone would tend to material prosperity and real progress. Travancoreans were being denied the advantages attendant on the transactions of export and import of goods in a harbour. A good harbour was a source of great income to the State. That was one of the main reasons which weighed with the British Government and the Cochin Darbar to undertake the development of the Cochin harbour. Travancoreans were not envious at the prospect of Cochin improving but only it should not be at the risk of Travancore. The statesmen of Travancore had from olden times realised the importance of providing it with good ports. Before opening a port at Alleppey, Quilon answered for all practical purposes the requirements of a port for Travancore. But, as it was found that the natural advantages of the Cochin port attracted the major portion of the commerce of Travancore, that far-seeing statesman, Raja Kesava Das, resolved 150 years ago to open a new port at Alleppey, even to the prejudice of the Quilon port, and invited foreign merchants to settle there, granting them several concessions. During the long interval that had elapsed, no improvement had been effected to this port to enable vessels to call there throughout the year. It was the duty of Government to

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remedy this defect. At present, there were great many inconveniences in all the ports in the State for vessels to anchor safely and especially so during the monsoons. This standing drawback could be got over, if better sites for ports be selected at the spots where the sea and the backwater unite. By deepening the bars in such places, the vessels could freely enter the backwaters and lie at anchor safely at all times. That was what is being done in all advanced countries. There were two places in the State where such advantages were available, one being the Kythapuzha or Arukutti backwater near Cochin and the other the Ashtamudi lake near the Nindakara bar at Quilon. Of these two, Arukutti should be preferred for the reason that the cost of the harbour would not have to be wholly borne by the State and that the great volume of trade likely to be attracted to Cochin would be diverted there. Even at present, the greater portion of the export trade at Cochin was from Travancore. It was deplorable that there was not a single good port in Travancore, though it could boast of a sea coast of 180 miles. Inland States like Mysore were incurring heavy expenditure and taking great trouble to secure a site for a port, while the natural facilities in Travancore were not being utilised to its best advantage. The attempt to develop Alleppey which had no natural facilities had only tended to the decline of Quilon which on account of its favourable situation could have been more easily improved. With the development of Cochin, Alleppey must suffer as commercial transactions could not be carried on all the year round. So it was highly imperative that an earnest effort should be made to open a good harbour some where instead of wasting money on petty works and repairs in unimportant ports. And for various reasons, Arukutti was the place best fitted for such a harbour. The distance from the proposed harbour at Cochin to that place was only five miles, and the backwater connecting these places was over 40 feet in depth in most parts. A short distance alone would have to be deepened and even that to not more than 10 feet at the most. Over 5,000 acres of the backwater was in Travancore territory; but the portion to be deepened lay within Cochin and so the permission of that State would be required. But in consideration of the fact that Travancore had in the past given similar concessions to Cochin in the matter of the Cochin Railway line and to the Madras Government in connection with the construction of the Periyar Dam, Travancore could rightly expect that both those Governments would not grudge the permission if asked for in time. If it was found feasible to construct a harbour at Arukutti, the scheme could be worked at a moderate cost. The sites for wharves, warehouses, &c., were cheaply available there, unlike at Cochin. The tonnage of Travancore goods exported at Cochin at present was about 2½ lakhs. The export duty for this quantity at the rate of 8 annas per ton was Rs. 1¼ lakhs. This was very much more than the interest for the capital that would have to be invested for the scheme. In order that the authorities of the Cochin harbour scheme might not impose any prohibitory duty on vessels calling at Arukutti, it was desirable that Arukutti port should form part of the Cochin harbour scheme and that Travancore should contribute one-third of the expenditure and thus share one-third of the income of the whole scheme. It was the imperative duty of Travancore at this juncture to take such a part in the harbour scheme at Cochin. But if the Cochin harbour scheme authorities were not amenable to that proposal, no time should be lost to construct a good harbour at Quilon. If Travancore did not succeed in getting a share in the Cochin harbour scheme as above indicated, then the proposed Railway lines in the State would only contribute to enrich the coffers of Cochin. The exension of the Cochin harbour to Arukutti would also materially improve the much neglected con dition of the Shertallay taluk.

Dewan's reply.—The matter is receiving careful consideration.

III. PROTECTION.

Legislation, Criminal and Civil Justice.

28. Reform of the Travancore Legislative Council.

Mr. K. N. Padmanabha Pillai (Member, Municipal Council, Padmanabhapuram) thanked the Dewan for his announcement in the opening Address regarding the proposed expansion of the Legislative Council, and said that, in view of that

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